

CASU No. 2/ 021
(FED-pe)
Serial -

**UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
CARRIER AIRCRAFT SERVICE UNIT TWO**

~~CONFIDENTIAL~~

1. In accordance with reference (a), enclosure (A) is submitted herewith.

F. E. Deam
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as [unclear] 12379

HISTORY
OF
CARRIER AIRCRAFT SERVICE UNIT TWO

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DOCUMENTATION

The early part of the Narrative, to, and including the move to Hangar "A", is largely based upon an interview with Lieutenant G.J. Marchacos, U.S. Navy, and Lieutenant Commander W.S. Wray, (MC), U.S. Navy, on 16 April 1945. The dates of completion or occupancy of various buildings are taken from the War Diary of the Public Works Department of the Naval Air Station, Barber's Point, Oahu, T.H. The account of transfers from one command to another is based in part on an interview with Lieutenant (jg) P.T. Hunt, U.S. Navy, Staff, Commander Air Force, Pacific Fleet, on 28 April 1945, and in part upon the following letters: (1) Commander Aircraft, Battle Force, Pacific Fleet letter dated 3 March 1942, serial M-287; (2) Commander Aircraft, Battle Force, Pacific Fleet letter dated 30 March 1942, serial M-919; (3) Commander Carriers, Pacific Fleet letter dated 16 April 1942, serial M-115; (4) Commander Carriers, Pacific Fleet letter dated 19 August 1942, no serial. These letters deal with transfers of planes.

The chronologies are taken mainly from CASU TWO log books. Appendix 1 is based on a file of commendations, awards, and citations maintained by CASU TWO. Appendix 2 is the account given by Commander George Gay, S(A), U.S. Naval Reserve, of his personal history, on or about 27 April 1945. Appendix 3 is a similar personal history of Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, which he wrote himself. Appendix 4 is a personal history of Captain Virgil C. Griffin, U.S. Navy. The table of the number of enlisted men on board at quarterly intervals, Appendix 5, was taken from the personnel files and compiled by Lieutenant Oscar L. Fleckner, (A)L, U.S. Naval Reserve, CASU TWO Personnel Officer.

The letter designating CASU TWO a 180 plane CASU is a speedletter from Commander Air Force, Pacific Fleet, dated 26 March 1944, serial 2412. The letter designating CASU TWO a 270 plane CASU is BuPers Confidential Speedletter dated 31 August 1944, no serial. ComServPac restricted letter, Ser 61-SUP/ thk/Pl6-1, serial 428-1-61, dated 27 March 1945 further authorized an increase of personnel to

2839 enlisted men and 90 officers.

The description of methods of maintenance (Appendix 6) was written by Lieutenant Robert F. Murphy, S(A), U.S. Naval Reserve, CASU TWO Engineering Officer, 1944 and 1945. Interviews have been had almost daily with the Captain's Yeoman, Robert G. Tarrant, chief yeoman, U.S. Naval Reserve, who has been with CASU TWO since November 1942.

The information as to the date when the film sub-library was started at CASU TWO is based upon ComAirPac letter of 19 October 1944, serial 4090.

The Air-Sea-Survival program was started at CASU TWO in February 1945 upon verbal authority of ComAirPac.

NARRATIVE

On the island of Oahu, Territory of Hawaii, there is a broad plain extending from Pearl Harbor to the west, and lying south of the western mountain range. From Pearl Harbor, the coastline extends roughly due west (true). At a point known as Barber's Point, the coastline turns almost to north. As is customary, the land back of Barber's Point, to the extent of several square miles, is known as Barber's Point.

On this land is a sugar plantation known as Ewa. Hawaii abounds with sugar plantations, and most all of them have a sugar mill and a village. Ewa is no exception. There is a village adjacent to the sugar mill, with sugar cane growing on at least three sides.

It is in the vicinity of the plantation of Ewa, and the village of Ewa, that many years ago the Ewa Mooring Mast detachment was located. This belongs to the history of lighter-than-air, for the purpose of the detachment was to moor a giant rigid airship, if any ever came to Oahu. So far as can be discovered, no rigid airship ever came.

Immediately after Pearl Harbor Day, it was obviously desirable to have a number of aircraft overhaul and service units based on lands at runways adjacent to Pearl Harbor. These were to be set up for the purpose of servicing carrier aircraft. At that time, Vice Admiral William F. Halsey, Jr., was Commander Aircraft, Battle Force, Pacific Fleet. Since a runway had been constructed at Ewa Mooring Mast, he decided to send a service unit there. So in or about December 1941, there came into existence Carrier Aircraft Service Unit Two at Ewa Mooring Mast.

Some time before 16 April 1942, the title of Commander Aircraft, Battle Force, Pacific Fleet, was changed to Commander Carriers, Pacific Fleet. On 6 May 1942, Carrier Aircraft Service Unit Two was commissioned; the Commanding Officer was Ensign William R. Bently, A-V(N), U.S. Naval Reserve. He was succeeded on 15 June 1942 by Ensign David R. Flynn, A-V(N), U.S. Naval Reserve, who in turn was succeeded by Lieutenant William H. Hilands, U.S. Navy,

on 10 August 1942. Up to now CASU TWO was located at Ewa, at the site of the old mooring mast, hard by the new runway which is now a part of the runway from which the Marine Corps Air Station, Ewa, was built.

While based at Ewa, CASU TWO had no hangar. Work was done under the trees and under canvas canopies. The officers and men lived in barracks, twelve rooms to each barracks. CASU TWO serviced Air Groups from the Lexington, Yorktown, and the Enterprise. Condition two was maintained by the CASU and by the anti-aircraft gun crews in the area.

Sometime in September 1942, barracks number one and two (now five and six) were of the Naval Air Station, Barber's Point, and were ready for occupancy. The Naval Air Station had been commissioned on 12 April 1942 and had been temporarily located at Ewa Mooring Mast with CASU TWO. In September 1942, the runways at Naval Air Station, Barber's Point had been partially completed, from the intersection to the east ends. The runway running northwest-southwest is known as Baker runway, while the runway running northeast-southeast is known as Queen runway. A number of buildings had been completed or at least were ready for occupancy just south of the east end of Baker runway in September 1942. These were all wooden buildings.

Since the site of the Ewa Mooring Mast was intended for a Marine Corps Air Station, CASU TWO personnel as well as Naval Air Station, Barber's Point, moved into barracks number one and two in September 1942, and at the same time, CASU TWO shop equipment was moved into the above-mentioned wooden buildings south of the end of Baker runway.

The lines for VP-51 and the Air Groups were at this time located at the southern edge of the intersection of the runways. Soon Dallas huts were put up and used for offices by the Air Groups. CASU TWO has office space in barracks number one.

Another change took place in September 1942. On the first day of that month, Rear Admiral John H. Towers became Commander Air Force, Pacific Fleet and assumed the duties and command of Commander Carriers, Pacific Fleet. Thus ComAirPac became the superior

echelon of CASU TWO. Also, in September 1942, Hangar "A" was under construction; likewise the administration building and the control tower. BOQ "A" and BOQ "B" were nearing completion.

On 1 October 1942, the keys to BOQ "A" and BOQ "B" were turned over to the officer in charge and the officers of the Naval Air Station and CASU TWO started moving in. This released more space for enlisted men in Barracks One and Two. A little later, a third barracks was built and occupied by CASU TWO personnel.

The next important move occurred in January 1943. On 2 January 1943, the Public Works Department of the Air Station turned over the keys to Hangar "A". The hangar was not yet completed but was in a condition for usable occupancy. CASU TWO and the Air Groups promptly moved in (8 January) and the maintenance lines were established near Hangar "A". Hangar "B" at that time was under construction but not ready for occupancy.

CASU TWO was now (January 1943) located in the spot where it is still located (September 1945). It has two hangars and two nose hangars which were completed about 1 February 1945 and made into a paint and metal shops. All the other shops are located in either Hangar "A" or Hangar "B". The officer's occupy two BOQ's and the enlisted men five barracks. Although much remains to be built, the plan is fixed, and the expansion is gradual and orderly from now on. For the dates of completion and occupancy of the various important additional buildings and recreational facilities, see the chronology.

The function of CASU TWO remained in January 1943, the same as it had been when it was originated and when it was commissioned, and the same as it remains today (September 1945). That function, primarily, is to service carrier aircraft. See the chronology of Groups and Squadrons to obtain a picture of the movement thereof to and from CASU TWO. Some of the Groups and Squadrons came to CASU TWO while their carrier was at Pearl Harbor, some were commissioned at CASU TWO and later joined their carrier, while some were in training at the Naval Air Station, were serviced by CASU TWO and would leave for training operations with their carriers for a few days and then return to Barber's Point.

Certain training groups and units, such as Air Group 100 and the Night Attack and Combat training Unit, Pacific, have been based on CASU TWO and the Naval Air Station, Barber's Point, for extended periods. These hold the position of permanent "customers" of CASU TWO. Others come and go under the direction of ComAirPac.

But there are other certain functions that CASU TWO performs and has performed. Due to its geographical location, due to its early formation, and due to its size, various other units have been based on it for training. The chronology gives the dates and designations of these units. They include many of the other CASUS, ACORNS, ARGUS' and several D2 Units (Supply organizations for advance bases).

Servicing of carrier aircraft includes fueling and all types of rearming; bombs, torpedos, rockets, and machine gun ammunition are loaded into the planes at CASU. Furthermore, the servicing includes engine changes, minor repairs, etc. Major repairs are usually done by the A&R department of the Naval Air Station, as is also the case with engine overhaul.

CASU TWO has also served as a staging area for ACORNS and other units. It will be noted in the chronology that on 1 December 1943, three ACORNS, three CASUS, and three ARGUS' and three GROPACS came aboard. CASU TWO was their staging area. Various units of training have been based on CASU TWO. The Instrument Line Maintenance School was started at CASU TWO on 19 May 1944, and is still in operation. Field Torpedo Unit 87 came aboard on 14 January 1944 and departed on 28 August 1944. The Photographic Training Unit came aboard on 13 April 1944 and is still at CASU TWO. The Aerial Survey and Map Compilation Unit arrived on 5 May 1944 and departed on 9 November 1944.

Two D2 Units have been at CASU TWO. These units are small aviation supply depots for advanced bases. D2 Unit TWO arrived on 6 January 1944 and departed on 23 March 1944. D2 Unit THREE arrived on 12 June 1944 and departed on 3 October 1944. ARGUS TEN was decommissioned at CASU TWO in February 1944, but the SC-3 unit thereof remained until 3 May 1944.

The normal plane complement of a CASU is 90 planes. This is normal and not an average, and the number of planes at any CASU varies from day to day. ComAirPac and BuPers, however, have recently adopted

the policy of designating enlarged CASUS as double, triple, etc. Thereby a greater complement of men and officers can be assigned to the larger CASUS than a single CASU complement. This authority was later delegated to Commander Service Force, Pacific Fleet.

On 26 March 1944, ComAirPac designated CASU TWO as a 180 plane CASU (making it a double CASU). At that time CASU TWO actually had about 250 planes. On 31 August 1944, CASU TWO was designated a 270 plane CASU. At that time it had about 340 planes on board. In March 1945, CASU TWO was authorized to expand to five times a normal CASU, at which time there were about 450 planes on board. From May 1945 until September 1945, there was an average of 575 planes based on CASU TWO.

The facilities for recreation for the officers and men of CASU TWO have steadily increased. A notable day was when the moving picture theater was put in operation on 5 April 1943. Since then, movies for entertainment have been regularly shown. However, not only has the personnel attached to CASU TWO steadily increased, but this is also true of the Naval Air Station, and as a result many men were not able to see the movies, particularly the more popular ones. This condition was corrected by the erection of the Bagley Amphitheater, which is said to be the largest one in the Pacific Area. This was dedicated on 6 April 1945, with all due ceremony (amid a downpour which approached a deluge). This amphitheater is well-attended by the officers and men of the CASU and has been a source of great enjoyment.

Another important day in the history of recreational facilities for the officers and men of the CASU was 21 July 1944. On that day 12 handball courts and 2 basketball courts for enlisted men; 6 handball courts and one basketball court for officers, were completed, as well as a 500 feet by 500 feet athletic field for the enlisted men. These facilities have been constantly used and thoroughly enjoyed. The tennis courts were completed earlier, those for the enlisted men on 12 April 1943, and those for the officers on 1 June 1943. They have likewise been well patronized. The occupancy of the Officer's club on May 6, 1943 was also a red letter event.

In October 1943, a sub-library for film was started at

CASU TWO and is still in operation. This sub-library operates under the Special Devices Section, ComAirPac, and provides training film and general interest film to Air Groups and other activities on and around Barber's Point. A projection hut is maintained and movies are shown upon request to the officers and men. Much valuable training is given in this way, and pilots and others are able to follow the progress of the war from action pictures taken by the Army, Navy and Marine Corps. All film in the library is 16 millimeter.

In February 1945 an Air-Sea-Survival program was started at CASU TWO. Classes were held in the athletic hut for all pilots and aircrewmembers of the visiting groups and squadrons. After lectures and pictures, the class was taken to Arizona Beach and everyone given a practical demonstration in the use of their survival equipment. Returning airmen have praised this program for helping them in emergencies.

The growth of CASU TWO may be seen by the number of enlisted men on board quarterly. The list of these figures is appended and marked Appendix 5.

In connection with the letter of commendation received from the commanding officer of Night Air Group 90 it is interesting to note that the cause of the letter was the effecting of 99 modification on 15 planes in 4 days, starting 4 December 1944, a noteworthy achievement.

Night Air Group 53 departed on 28 January 1945 and went on board the USS SARATOGA. The Air Group included 21 F6F planes that had developed a weakness in the tail. These had all been beefed up by CASU TWO. Pearl Harbor Local Change 7 has been applied to these planes in 84 hours. These planes were later in combat off Iwo Jima.

With the coming of the cessation of hostilities, CASU TWO became a receiving station for large groups of personnel from the various carriers which were assigned to transporting personnel to the mainland. Also, plans were laid for an extensive educational program for the personnel of CASU TWO and the Naval Air Station, in support of which many of the instructors were taken from the CASU.

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CHRONOLOGY OTHER THAN GROUPS AND SQUADRONS

5-6-42 CASU TWO commissioned. Ensign William R. Bentley, A-V(N), U.S. Naval Reserve, Commanding.

5-15-42 First meal was served in the General Mess this morning. All hands except officers are now quartered in the east side of Ewa field.

6-2-42 Unit inspected by Rear Admiral Noyes, Commander Carriers, Pacific Fleet.

6-15-42 Ensign David R. Flynn, A-V(N), U.S. Naval Reserve, assumed command, relieving Ensign William R. Bentley, U.S. Naval Reserve.

8-10-42 Lieutenant William H. Hilands, U.S. Navy, assumed command, relieving Ensign David R. Flynn, U.S. Naval Reserve. Lieutenant Hilands' home town is Portland, Oregon.

9-1-42 Rear Admiral John H. Towers assumed the duties and command of Commander Carriers, Pacific Fleet, under the new title of Commander Air Force, Pacific Fleet, and thus became the immediate superior of the Commanding Officer of CASU TWO.

9-15-42 CASU TWO moved from Ewa Mooring Mast to Barber's Point. See the Narrative for details.

10-1-42 Keys to BOQ "A" and BOQ "B" turned over to the Officer-in-Charge, thereof, by the Public Works Department of the Station.

1-8-43 CASU TWO moved to Hangar "A".

3-20-43 Hangars "A" and "B" completed.

3-27-43 Control tower turned over to NAS for usable occupancy. Prior to this time, CASU TWO had controlled the operations of the field.

4-4-43 Control tower completed.

4-5-43 Moving picture theater turned over to NAS for usable occupancy.

9-17-43 Black-topping of mats completed.

10-16-43 Commander Miltimore W. Brush, A-V(S), U.S. Naval Reserve, assumed command, relieving Lieutenant Commander William H. Hilands, U.S. Navy.

12-1-43 Officers and men of the following units arrived on board: ACORN 20; ACORN 21; ACORN 22; CASU 20; CASU 30; CASU 34; ARGUS 18; ARGUS 21; ARGUS 22; GRO PAC 2; GRO PAC 3; GRO PAC 4.

12-2-43 Balance of officers and men of the above listed units arrived on board. GRO PAC 5 also arrived today.

1-6-44 Seven officers arrived for duty in connection with the organization and training of D2 Unit #2.

1-14-44 Field Torpedo Unit No. 82 arrived on board.

1-14-44 Commander George Gay, A-V(S), U.S. Naval Reserve, assumed command, relieving Commander Miltimore W. Brush, U.S. Naval Reserve. Commander Gay's home is Manhasset, Long Island.

2-6-44 ACORN 20 and CASU 30 departed.

2-17-44 Seven officers and sixty men of ARGUS 10 came aboard for temporary duty.

3-23-44 D2 Unit #2 departed.

3-26-44 ComAirPac designated CASU TWO a 180 plane CASU.

4-13-44 Photographic Training Unit came on board.

5-1-44 CASU 43 came aboard.

5-5-44 Aerial Survey and Map Compilation Unit came aboard.

5-19-44 Instrument Line Maintenance School starts operation at CASU TWO.

5-29-44 CASU 48 and CASU 49 reported aboard for temporary duty.

6-4-44 CASU 48 departed for NAS Kaneohe.

6-11-44 ARGUS 23 and CASU 45 reported aboard.

6-12-44 D2 Unit #3 arrived on board.

6-19-44 D2 Unit #3 draft reported on board.

7-21-44 Recreational facilities for enlisted men as follows completed:
12 hand ball courts; 2 basketball courts.
Athletic field, 500 x 500 feet.
Recreational facilities for officers as follows completed:
6 hand ball courts; 1 basketball court.

8-28-44 Field Torpedo Unit No. 82 departed.

8-31-44 BuPers designated CASU TWO a 270 plane CASU.

10-3-44 D2 Unit #3 departed.

11-2-44 208 men transferred from CASU 45 to CASU 2.

11-9-44 Aerial Survey and Map Compilation Unit departed.

1-15-45 2-B1B buildings completed. Small hangar 80 x 100 feet completed. Turned over to CASU TWO for use.

1-25-45 Second small hangar 80 x 100 feet completed and turned over to CASU TWO for use.

2-1-45 70,000 square yards of asphalt around B1B buildings completed. To be used for parking area for planes to be worked on.

2-15-45 3 JOQ huts for pilots completed.

4-12-45 Franklin Delano Roosevelt, President of the United States, died at Warm Springs, Georgia. He was succeeded by Harry S. Truman, vice-president, in accordance with the Constitution. President Truman took oath of office on the same day. Station flag flew at half mast.

4-28-45 Sixteen men reported for temporary duty under instruction in the Instrument Line Maintenance School.

4-30-45 Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, assumed command, relieving Commander George Gay, S(A), U.S. Naval Reserve. Lieutenant Commander Lake's home is Hampstead, New Hampshire.

- 5-20-45 Captain Virgil C. Griffin, Jr., U.S. Navy, assumed command, relieving Lieutenant Commander Albert C. Lake, U.S. Naval Reserve. Captain Griffin's home is Coronado, California.
- 8-30-45 Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, relieved Captain Virgil C. Griffin, Jr., U.S. Navy, as Commanding Officer.
- 9-2-45 V-J Day.

CHRONOLOGY OF GROUPS AND SQUADRONS

5-15-42 Serviced VP-44 with gasoline and oil.

5-27-42 Groups from the USS HORNET and the USS YORKTOWN were serviced by the Unit.

6-13-42 HORNET Air Groups arrived.

6-28-42 HORNET Air Groups departed.

6-29-42 SARATOGA Air Groups arrived.

7-7-42 SARATOGA Air Groups departed.

9-21-42 VS-10 and VB-10 came aboard.

11-7-42 VT-11 came aboard.

11-8-42 Air Group 11 came aboard.

12-5-42 VGS-16(scouting group) came aboard.

3-4-43 Three British squadrons (fighters) came aboard from HMS VICTORIUS with 31 planes (F4F).

3-5-43 Enlisted personnel of British Fighter squadrons came aboard from HMS VICTORIUS. Complement, 240.

4-6-43 British Torpedo Squadron started night flying.

5-11-43 29 SBD's from Air Group 12 arrived at 1030, departed at 1215.

5-12-43 VF-12, with 19 planes, and VT-12, with 13 planes, arrived on board.

5-31-43 Air Group 9 arrived on board with the following squadrons: VT, VF, VBF, and VB.

6-9-43 VF-12 arrived on board with 13 planes. Air Group 9 took off.

6-12-43 Planes of Air Group 9 arrived, to be temporarily based on CASU TWO.

6-21-43 VF-12 departed with 36 F4U airplanes.

6-23-43 Remainder of VF-12 officers and enlisted personnel departed.

6-25-43 Air Group 9 departed for temporary duty aboard USS ESSEX with the full complement of planes.

6-27-43 Air Group 9 arrived on board.

7-24-43 Air Group 5 arrived on board.

7-29-43 Air Group 5 departed.

8-4-43 Air Group 9 departed.

8-7-43 Air Group 9 arrived.

8-9-43 Air Group 23 arrived.

8-12-43 Air Group 5 returned.

8-22-43 Air Groups 5 and 9 departed.

8-23-43 Air Group 16 arrived.

8-29-43 Air Group 16's airplanes(12 F6F's) arrived from Midway.
 9-6-43 Air Group 16 departed.
 9-7-43 Air Group 5 arrived.
 9-9-43 Air Group 16 arrived.
 9-11-43 Air Group 16 departed.
 9-23-43 Air Group 16 arrived.
 9-24-43 15 TBF and 25 SBD from Air Group 1 arrived. Air Group 1 departed. Air Group 25 departed. 12 F6F from VF-6 departed.
 9-26-43 VF-1 returned.
 9-29-43 Air Group 16 departed.
 9-30-43 29 SBD of VC-24 arrived.
 10-1-43 A portion of Air Group 1 arrived.
 10-3-43 VT-1 departed.
 10-4-43 34 F6F from VF-1 departed.
 10-10-43 Air Group 1 arrived. 6 TBF from VT-6 arrived. Air Group 1 departed. 6 TBF from VT-6 departed.
 10-19-43 VF-2 arrived.
 10-21-43 Air Group 9 departed.
 10-22-43 11 TBF and 1 F6F from Air Group 5 arrived to conduct aerial mine exercises.
 10-31-43 VF-2 departed with 24 F6F.
 11-6-43 16 F6F from VF-1 departed.
 11-8-43 VF-1 with 43 F6F departed. VF-10 with 28 F6F arrived. VF-10 with 28 F6F departed.
 11-9-43 6 SBD and 6 TBF from Air Group 10 arrived.
 11-10-43 36 F6F of VF-2 departed. 6 TBF from Air Group 10 arrived.
 11-26-43 16 F6F from VF-39 arrived.
 12-5-43 VC-41 arrived with planes. VC-33 arrived.
 12-9-43 Air Group 6 arrived with VF-2 in planes of VF-6.
 12-29-43 9 F4U from VF(N)-101 arrived.
 12-30-43 Air Group 6 departed.
 1-1-44 Air Group 6 returned.
 1-3-44 VC-33 departed. VC-41 departed.
 1-7-44 16 planes from VF-12 and 20 planes from VB-12 arrived.
 1-10-44 VF-5 with 30 F6F and VB-5 with 25 SBD arrived. The following squadrons departed:
 VF-12, VB-12, VT-6, VB-6 and VF-6.

2-13-44 Air Group 2 arrived.
 2-14-44 Air Group 2 departed.
 3-4-44 VC-30 arrived. VC-25 arrived.
 3-5-44 Air Group 15 arrived.
 3-6-44 Additional 14 SB2C planes arrived for VB-100.
 3-12-44 11 SB2C planes of VB-15, 2 TBF of VT-2, and 4 F6F of VF-2 departed.
 3-13-44 17 TBF of VT-15 departed.
 3-15-44 11 planes VT-15 arrived.
 3-20-44 Three officers reported aboard in connection with fitting out VT-100. Twenty officers reported aboard in connection with fitting out VF-100. Fourteen officers reported aboard to the Commander, VB-100.
 3-23-44 20 F6F of VF-19 arrived.
 3-25-44 Air Group 15 departed. Air Group 1 arrived.
 4-1-44 Air Group 100 commissioned.
 4-22-44 VF-27 with 22 F6F arrived and departed.
 5-2-44 Lieutenant(jg) William Nash, A-V(S), U.S. Naval Reserve, (279-711), reported for duty with Night Attack and Combat training Unit (listed because this is the first reference to that Unit).
 5-3-44 VC-27 with 8 TBF departed.
 5-7-44 VC-28 arrived with 20 F6F and 7 TBF.
 5-8-44 VC-28 departed with 6 TBF and 19 F6F. Air Group 11 arrived. VF-11 departed with 20 F6F.
 5-11-44 VC-5 and VC-10 arrived with 12 TBM.
 5-13-44 VC-4 departed with 9 TBM and 9 FM. VT-11 departed with 16 TBF.
 5-14-44 VC-5 and VC-10 departed with 17 TBM.
 5-15-44 VF(N)-77 departed.
 5-17-44 VF(N)-77 arrived.
 5-18-44 20 F6F from VC-28 arrived for transfer to Air Group 100.
 5-22-44 VF-27 with 10 F6F arrived and departed.
 5-23-44 VT-18 departed.
 5-28-44 VT-18 arrived.
 5-29-44 VF(N)-77 departed.
 6-10-44 VF-19 arrived.
 6-11-44 VT-19 arrived.
 6-12-44 VB-19 arrived. VF-19 and VT-19 departed. VF(N)-78 and 79, officers and ground personnel arrived.

6-13-44 15 F6F arrived for VF(N)-78. 2 TBF and 15 F6F arrived for VF(N)-79. 11 TBF of VF-19 departed.
 6-14-44 Air Group 3 arrived.
 6-15-44 7 F6F of VF-3 departed. 12 SB2C of VB-3 arrived. VF-20 departed.
 6-17-44 39 SB2C of VB-20 departed. 14 TBF of VT-20 departed. 31 F6F of VF-20 departed. 12 SB2C of VB-3 arrived. 12 F6F of VF-3 arrived.
 6-19-44 32 F6F of VF-11 arrived. 28 SB2C of VB-11 arrived.
 6-20-44 11 TBF of Air Group 3 arrived.
 6-28-44 Air Group 3 arrived.
 6-29-44 VF-3 arrived. VT-3 arrived. VB-3 arrived. VF-21 departed.
 6-30-44 VF-3 arrived.
 7-11-44 12 TBF of VT-20 arrived.
 8-4-44 Air Group 20 arrived. VF(N)-102 arrived.
 8-5-44 VT-20 and VF-20 departed.
 8-18-44 Night Attack and Combat Training Unit(Pacific), Captain John H. Griffin, Commanding, commissioned. It is referred to as NACTU. On this date it had approximately 21 F6F, 10 TBM, 4 F4U, 2 SB2C, 1 SNB. NACTU is to be based on CASU TWO indefinitely.
 8-25-44 VF(N)-102 decommissioned. CVGL(N)-42 commissioned.
 9-5-44 VF(N)-78 departed. Air Group 11 officer personnel detached. VF(N)-104 arrived.
 10-9-44 VF(N)-106 arrived.
 10-16-44 Air Group 4 arrived with 76 planes.
 10-17-44 7 planes of Air Group 4 departed.
 10-18-44 VF-45 and VT-45 arrived.
 10-19-44 20 VF of VF-45 and 10 TBF of VT-45 departed. CVLG-46 arrived.
 10-20-44 CVLG-46 departed.
 10-28-44 VC-90 arrived.
 11-1-44 6 TBF of VT(N)-90 arrived.
 11-6-44 VBF-1 arrived.
 11-10-44 24 planes of Air Group 9 arrived. 22 SB2C of VF-9 arrived.
 11-11-44 18 TBF of VB-9 arrived.
 11-14-44 9 PBV-5A of HrdRon FAW-2 arrived.
 11-18-44 Air Group 23 arrived.
 11-20-44 12 TBF and 19 SB2C of Air Group 9 arrived.
 11-21-44 Air Group 9 departed.

11-25-44 Air Group 23 arrived.
 12-9-44 CAG-9 arrived and departed.
 12-23-44 VF(N)-90 departed.
 12-30-44 Air Group 48 arrived without planes.
 1-2-45 CVLG(N)-43 decommissioned. CVLG(N)-53 commissioned.
 1-8-45 VBF-100 formed.
 1-28-45 CVG(N)-53 departed.
 2-11-45 14 F4U arrived for VB-100.
 2-13-45 CVG-85 arrived.
 2-14-45 60 planes for CVG-85 arrived. Air Group 24 departed.
 2-20-45 Air Group 5 arrived.
 3-7-45 CVG(N)-53 returned.
 3-24-45 VF-53 departed.
 4-4-45 CVG-31 arrived.
 4-12-45 CVG-31 departed.
 4-24-45 CVG-31 returned.
 4-27-45 CVG-31 departed.
 4-30-45 Air Group 6 arrived.
 5-8-45 Air Group 53 departed.
 5-21-45 Air Group 91 departed. Air Group 33 arrived.
 5-22-45 Night Air Group 52 arrived.
 6-10-45 Air Group 6 departed.
 6-19-45 Air Group 86 arrived.
 6-25-45 Air Group 33 departed.
 7-4-45 Air Group 63 arrived.
 7-11-45 Air Group 86 departed. Air Group 10 arrived.
 7-22-45 Air Group 10 departed.
 7-31-45 Air Group 55 arrived.
 8-3-45 Air Group 13 arrived.
 8-4-45 Night Air Group 52 Departed.
 8-24-45 Air Group 13 departed.
 8-25-45 Air Group(night) 52 arrived.
 8-30-45 Air Group 36 departed.

APPENDIX I

CITATIONS, AWARDS AND COMMENDATIONS.

- 4-11-43 Unit commended by letter from VMF-215, J.L. Neefus, Commanding. VMF-215 was part of Marine Aircraft Group 24. In the letter the following were commended by name:
Lieutenant (jg) Tony Miller, U.S. Navy.
Ensign Sprague L. Nichols, U.S. Navy.
Richard, Fred, CCM(AA), (b) (6)
Rus, Lewis Fred, AMM2c, (b) (6)
- 4-12-43 Unit commended by letter from British Squadron No. 7, Lieut. J.L.D. Lowe(A), R.N. Commanding.
- 5-26-43 Unit commended by letter from VT-12, R.F. Farrington, Commanding.
- 6-17-43 Unit commended by letter by VF-12, J.C. Clifton, Commanding.
- 11-1-43 Unit commended by letter to Commanding Officer, Naval Air Station, Barber's Point, By ACORN 14, Erl C.B. Gould, Commanding. (Captain Gould later became CO, NAS, Barber's Point).
- 12-20-43 Unit commended by letter by VF-2, W.S. Dean, Commanding.
- 12-12-43 Unit commended for contribution to annual National War Fund, by letter and certificate, by the Fleet and District Recreation and Morale Officer, Commandant, Fourteen Naval District.
- 1-19-44 Unit commended by letter by ACORN 20, J.D. Brim, Commanding.
- 1-20-44 Unit thanked by letter from CASU 20, Lieutenant Commander Vernon M. Williams, U.S. Naval Reserve, Commanding.
Unit thanked by letter from ACORN 21, Commander George F. Chaplain, U.S. Naval Reserve, Commanding.
- 4-13-44 Air Medal for meritorious conduct in aerial flight in action against the enemy presented to Rosunny, Benjamin Franklin, Jr., 604-02-36, ARMLc, V-6, U.S. Naval Reserve.
- 4-17-44 Presidential Unit citation to the USS ENTERPRISE transmitted to Ensign Eugene L. Sullenberger, U.S. Navy.
- 5-2-44 Unit commended by letter from Air Group 14, W.C. Wingard, Jr., Commanding.
- 8-6-44 Presidential Unit citation presented to Pottratz, George Theodore, (b) (6) AMM2c, U.S. Navy.
- 12-23-44 Unit commended by letter from Commander, Night Air Group 90, W.I. Martin, Commanding. Specifically mentioned were: Lieutenant Robert F. Murphy, S(A), U.S. Naval Reserve; Lieutenant Fred B. Whalen, S(A), U.S. Naval Reserve; Lieutenant (jg) Charles F. Bartens, U.S. Navy; Lieutenant (jg) Edward Klein, U.S. Naval Reserve; Lieutenant (jg) Richmond H. Skleton, U.S. Navy; Lieutenant (jg) Jack A. Arnold, S(A), U.S. Naval Reserve, and Ensign Emile G. Blouin, Jr., U.S. Navy.
- 5-1-45 Unit commended by letter from Air Group 100, H.H. McClain, Commanding.
- 5-2-45 Presidential Unit citation to USS ENTERPRISE transmitted to Herman Ganaway Johnson, AEM2c, U.S. Navy.
- 5-3-45 Lieutenant A.G. Gilbert, U.S. Naval Reserve and Lieutenant (jg) C.F. Bartens, U.S. Navy, commended by letter from Air Group 53, V.F. McCormack, Commanding.

- 6-26-45 Purple Heart awarded to Walter M. Goodnow, AMM2c, U.S.N.R.
Commendation Ribbon presented to William Marvin Belcher,
AMM2c, U.S.N.
- 7-3-45 Air Medal presented to Lieutenant F. Boutin, U.S. Naval
Reserve.
- 7-13-45 Lieutenant Commander Cowden, U.S. Naval Reserve and Lieut-
enant (jg) Spencer, U.S. Navy, commended by letter from
Utility Squadron 7, Luke H. Miller, Commanding.
- 7-15-45 Purple Heart Medals awarded to R.M. Smith, AMM3c, U.S.
Naval Reserve, and LM. Parris, CPR, U.S. Naval Reserve.
- 7-31-45 Purple Heart Medals awarded to Robert Leroy Shaffer, S2c,
U.S. Naval Reserve.

APPENDIX II

THUMBNAIL SKETCH OF

COMMANDER GEORGE GAY, S(A), U.S. NAVAL RESERVE,
COMMANDING OFFICER, JANUARY 1944 TO APRIL 1945.

On 6 October 1910, George Gay made his first solo flight. He was flying a Curtiss Aeroplane, one of the early machines invented and designed by Glen H. Curtiss, pioneer aviator. This plane was, of course, a pusher bi-plane.

After his solo, George Gay did exhibition flying for three years, not only in aeroplanes, but also in single passenger dirigibles.

In October 1913, he joined the United States Navy. He entered Naval Aviation in April, 1914. In October, 1917, he was honorably discharged, and in December, 1917, he joined the United States Army. In November, 1918, he was honorably discharged from the Army and went into commercial flying.

In 1925, George Gay re-entered the Navy, in the Reserve. He received orders to active duty involving flying in 1927 and did fourteen months of such duty as a Naval Aviator aboard the cruisers Milwaukee and Raleigh.

In September, 1928, he went with the Aeronautics Branch of the Department of Commerce, the predecessor of the Civil Aeronautics Authority. He stayed with that organization until 1937, when he went into the manufacturing business in Buffalo. In September, 1939, he became Senior Air Safety Investigator of the Air Safety Board of the Civil Aeronautics Authority, which position he held until 2 June 1941.

In June, 1941, Commander Gay went on active duty again in the Naval Reserve at the Naval Aircraft Factory, Philadelphia. In October, 1941, he was transferred to Quonset Point, Rhode Island, and became the Inspection Officer. Later he was the Radio-Radar officer then he became the Officer in Charge of outlying fields. These were located at Charlestown, Rhode Island and Hyannis, Massachusetts.

On January 14, 1944, Commander Gay became the Commanding Officer of CASU TWO. He was relieved by Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, on 30 April, 1945.

APPENDIX IV

THUMBNAIL SKETCH OF

CAPTAIN VIRGIL C. GRIFFIN, U.S. NAVY,
COMMANDING OFFICER, APRIL 1945 TO SEPTEMBER 1945.

In 1908, Virgil C. Griffin entered the United States Naval Academy, after preparatory work at Alabama University. He graduated in the upper half of his class in 1912.

Completed his flight training at Pensacola, Fla., and at that time was designated as Naval Aviator No. 41.

Captain Griffin served in World War I, as the Commanding Officer of the Naval Air Station in Bordeaux, France.

In 1943, Captain Griffin was transferred to the Naval Air Technical Training Center, Norman, Okla., and became Commanding Officer of the Navy's largest Technical Training Command. For nearly two years he was the senior officer present in this area.

In April, 1945, Captain Griffin became the Commanding Officer of CASU TWO. His career has paralleled closely the progress of Naval Aeronautics from early experiments with catapult devices aboard battleships, through test piloting, into the first take-offs and first landings aboard carriers. He was present at the commissioning of the "OLD LANGLEY", the first of the Navy's big flat tops.

In September, 1945, he was relieved of his command by Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve.

On September 12, 1945, Captain Griffin, who now ranks as Naval Aviator No. 6 on active duty, assumed command of the Naval Air Station at Barber's Point.

APPENDIX III

THUMBNAIL SKETCH OF

LIEUTENANT COMMANDER ALBERT C. LAKE, S(A), U.S. NAVAL RESERVE

Was born at (b) (6) in 1897, which has been my home since that time. I attended the local schools and was graduated from Dartmouth College, class of 1920.

Enlisted in the United States Naval Reserve on 19 April 1917, as a seaman first class. Took ground instruction at Massachusetts Institute of Technology and qualified as Naval Aviator No. 746 in July, 1918. In 1922, returned to civil life as a contractor and builder.

Returned to active duty in the United States Naval Reserve in March, 1941, and served at Lee Field, Green Cove Springs, Florida, prior to reporting for duty at CASU TWO in February, 1945.

APPENDIX V

TABLE OF ENLISTED PERSONNEL, QUARTERLY BASIS

30 June 1942	309
30 September 1942	246
31 December 1942	536
31 March 1943	533
30 June 1943	690
30 September 1943	921
31 December 1943	858
31 March 1944	1230
30 June 1944	1408
30 September 1944	1697
31 December 1944	1944
31 March 1945	2259
30 June 1945	2528
31 August 1945	2314

APPENDIX VI

CARRIER AIRCRAFT SERVICE UNIT TWO

1. SHOP ENGINEERING OFFICER. The shop Engineering Officer has charge of the following shops:

(a) Engineering Shop, located in Hangar "A", handles work of the following nature: Engine changes, wing and stabilizer changes, propeller installations and trouble shooting which Line Engineering is unable to do.

(b) Hydraulic Shop, located in Hangar "B", takes care of testing and repair of all hydraulic equipment.

(c) Machine Shop, located in Hangar "A", is equipped with those tools needed to make parts and tools necessary for the maintenance of the squadrons aboard.

(d) Instrument Shop, located in Hangar "B", replaces, repairs, and does trouble shooting on the various aircraft instruments.

2. LINE ENGINEERING OFFICERS. Line Engineering Officers are located in the Line Engineering Shops in each hangar. Their crews are responsible for routine trouble shooting, checks and minor engineering changes.

(a) STATUS OF AIRCRAFT:

1. An information board for each squadron is maintained at the clearance desk in the Line Engineering Shops of Hangars "A" and "B". This board will show whether a plane is "in" or "out" of commission, what department has a plane out of commission and the reason.

2. This information is constantly kept up to date by the recorder at the clearance desk, who gets his reports from the various shops, Line Director (man in charge of plain captain's for each squadron) or by persons designated in sub-paragraphs (b) 1(a), (b), and (c) following.

3. Questions concerning availability or progress of work should be taken up with the recorder, the officer or chief in charge of the shop concerned and then with the CASU Engineering Officer if necessary.

(b) PLACING AIRCRAFT "IN" AND "OUT" OF COMMISSION:

1. The following CASU and/or Squadron Personnel are authorized to place planes "in" or "out" of commission:

(a) ENGINEERING: Any Engineering Officer or Line Engineering Chief.

(b) ORDNANCE: Any Ordnance Officer or Ordnance Chief.

(c) RADIO, RADAR & ELECTRICAL: Any Radio, Radar or Electrical Officer or man in charge of the shop concerned.

In cases involving safety of flight, anyone of the above-mentioned is authorized to place the plane out of commission without reference to any other. In matters of routine nature (installation of special equipment, aircraft changes, engine changes, etc.), permission will be obtained from the Squadron Engineering Officer.

2. Before a plane may be placed "in" or "out" of commission, one of the above designated persons or the Line Director, when directed by one of the above, MUST notify the clearance desk so that the proper entry may be made on the "Aircraft Status Board"; a work or check sheet made out for the work to be done or signed

as having been completed, whichever the case might be.

3. The tractor driver will not tow a plane from the line to the hangar unless it is marked out of commission on the availability board.

4. The ONLY exception to paragraphs two and three above is the Ordnance Department. This department will not be required to make out work sheets or notify the clearance desk for jobs such as boresighting, etc. The Ordnance Department will work directly with the Squadron Duty Officer and/or the Squadron Engineering Officer for obtaining planes from the line for boresighting, etc.

5. NO plane removed from the line shall be returned to the line until the entire work sheet has been signed as completed, without special permission from the CASU Engineering Officer or one of his assistants, and at no time, if the unfinished work involves safety of flight. In extreme cases, where the plane is urgently needed, the work sheet is to be kept by the clearance desk as unfinished work. The plane captain must then write the discrepancy on the yellow sheet and the pilot must sign for this before accepting the plane. The plane captain will report the above to the Line Director. Upon return of the plane from flight, the plane captain must report same to the clearance desk, pick up the unfinished work sheet and see that the plane is returned to the hangar.

(c) SPECIAL CASES:

1. If Radio, Radar or Ordnance removes equipment from a plane on the line, a brief note to this effect MUST be written on the yellow sheet, and the Line Director notified. Then, in special cases where the plane is needed for a flight and the parts removed are not necessary for this flight the plane may be flown, BUT the pilot must sign for the above discrepancy. This shall never apply where parts removed involve safety.

2. In cases where a plane is in the hangar for work and one of the shops, not already assigned by the work sheet, finds work to do on the plane, the shop MUST not only write the work to be done on the work sheet but notify the clearance desk so that the status of that plane is kept up to date.

(d) TROUBLE REPORTING AND REPAIRS:

1. When a flight returns each pilot is responsible for reporting verbally all troubles, whether major or minor, to the plane captain, as well as writing the specific trouble on the yellow sheet. The Line Director of that particular squadron will then condense all of the plane captain's reports on one large sheet. The Line Director will then consult the Line Engineering Chief who will immediately check all planes to see which ones should be placed out of commission before the next scheduled flight. It shall be the duty of the Line Engineering Chief and/or his assistant to be ON THE LINE whenever a flight of his planes are landing. The Line Engineering Chief should be readily available to the Line Director to make necessary decisions. This should be carried out all times unless extreme cases arise where the Line Engineering Chief is needed elsewhere. If this should arise, his assistant should be available to the Line Director. As soon as the decisions are made on the planes from that flight, a separate sheet shall be filled out and turned in to the clearance desk by the Line Director. It shall contain the following information: squadron concerned, plane number, and trouble reported.

(e) CHECKS:

1. The CASU Line Engineering Chief is notified each day at 1000 by the log yeoman of any aircraft requiring checks. An attempt is made to stagger checks, both during the day and night, so that an even work load is maintained and flight schedules are not interrupted.

(f) TIRE SHOP:

1. The tire shop is maintained in a building outside Hangar "B" for the purpose of mounting, demounting and reversing, when needed, the tires for all the squadron planes aboard. These men inspect all the tires on operating aircraft daily and report the necessary changes to Line Engineering.

(g) TRACTORS:

1. The tractors for towing planes operate from the Line Engineering Shops in each hangar. The drivers receive their orders from the man at the availability board, therefore, it is necessary for all shops to phone in when they want a plane moved.

(h) TEST PILOT:

1. CASU has test pilots available for testing all types of carrier planes. They test all engine changes performed by Shop Engineering and any planes that the Line Engineering Officers request. If a squadron has a plane they want tested by the CASU Test Pilots, arrangements are made through the Line Engineering Officer concerned.

3. NIGHT ENGINEERING OFFICER. The Night Engineering Officer is in charge of the Line Engineering night crews in each hangar and all the engineering shops. His engineering crews pull checks and take care of minor discrepancies during night flying operations.

4. SAFETY OR OXYGEN OFFICER. The Safety or Oxygen Officer is responsible for the maintenance of all parachutes and the oxygen gear for the squadrons. Parachute issue rooms are provided in both hangars and an oxygen shop just outside of Hangar "B".

5. STRUCTURES OFFICER. The Structures Officer has charge of the following shops:

(a) Metal Shop provided for the maintenance and repair of structural parts on the aircraft, incorporating structural changes, and general repair of all surfaces.

(b) Paint Shop, for the purpose of all painting of aircraft and various small paint jobs.